



**Interreg**



EUROPEAN UNION

Danube Transnational Programme

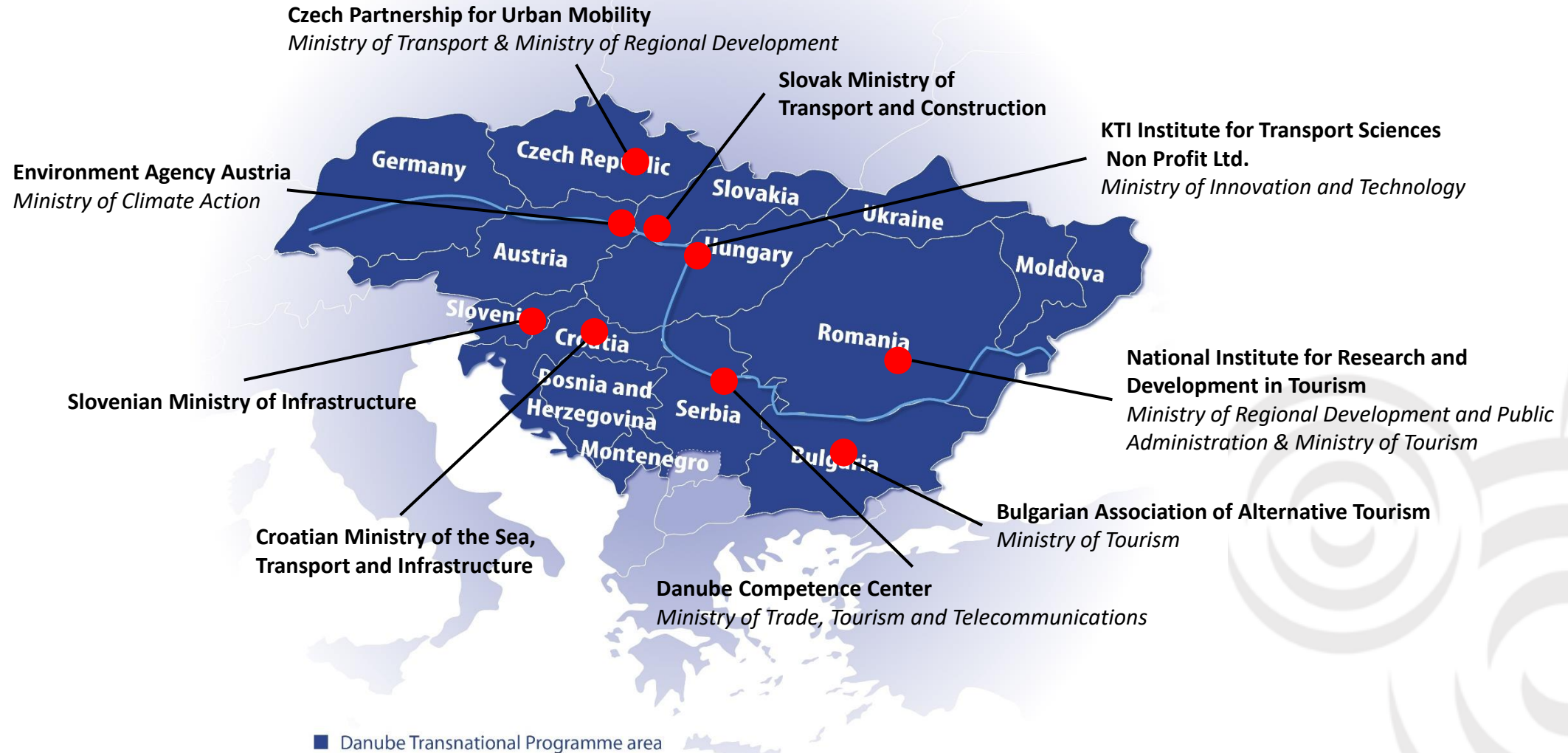
**Danube Cycle Plans**

# Danube Cycle Plans

## Facts and figures

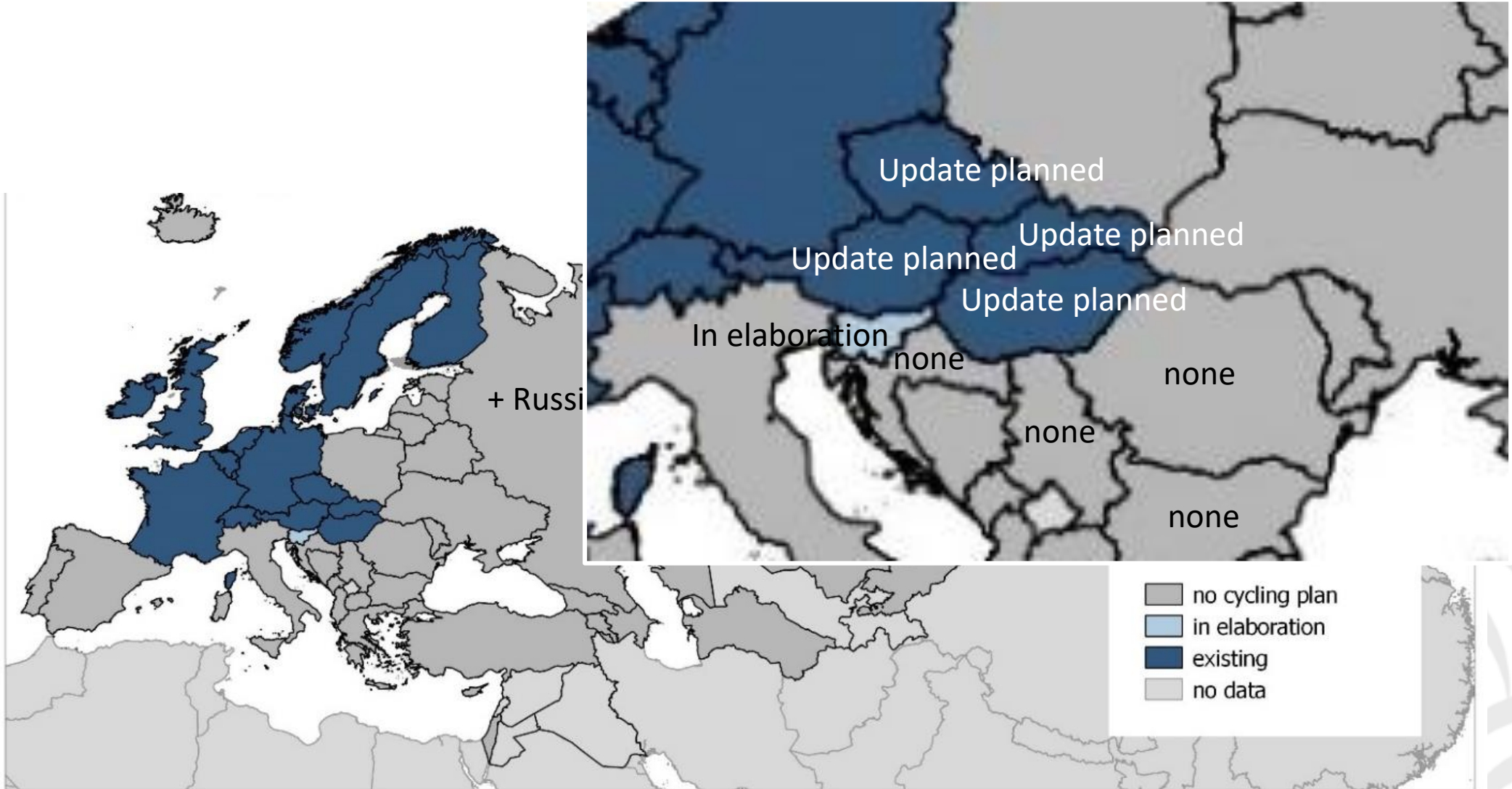
- Budget: 1.7 Mio (85% co-financed by ERDF/IPA)
- Duration: 07/2020 – 12/2022
- Partnership: 9 partners from 9 countries, 13 ASPs
- Lead partner: Environment Agency Austria

# Project partnership





# new/updated National Cycling Plans



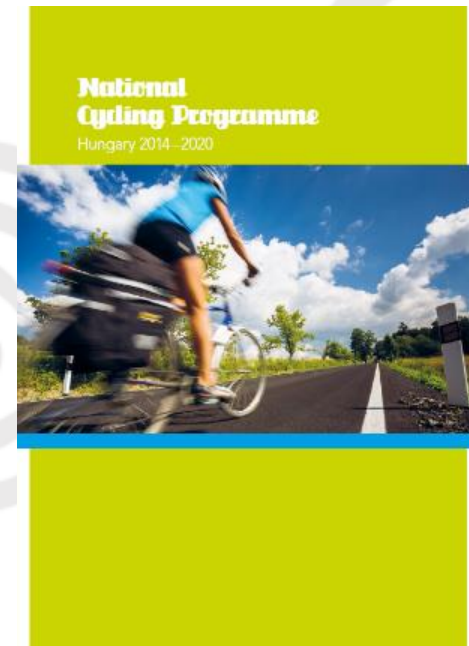
National Cycling Plans  
→ Danube Cycling Strategy



Develop (and/or update) and implement a national cycling plan



RO, BG, RS, SL, HR



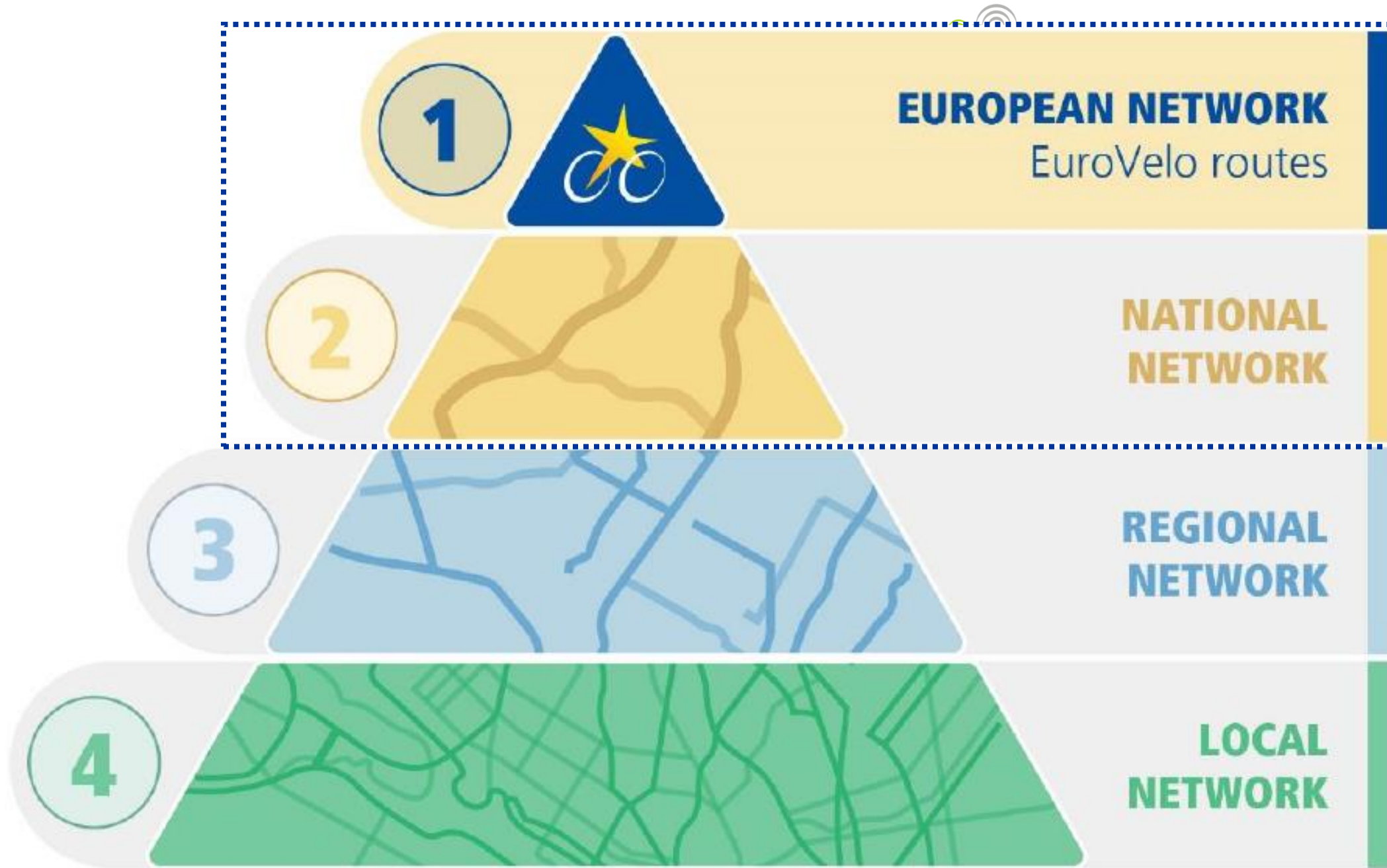


# National Cycling Working Group Meetings

Create strong cycling working groups and appoint a national cycling officer



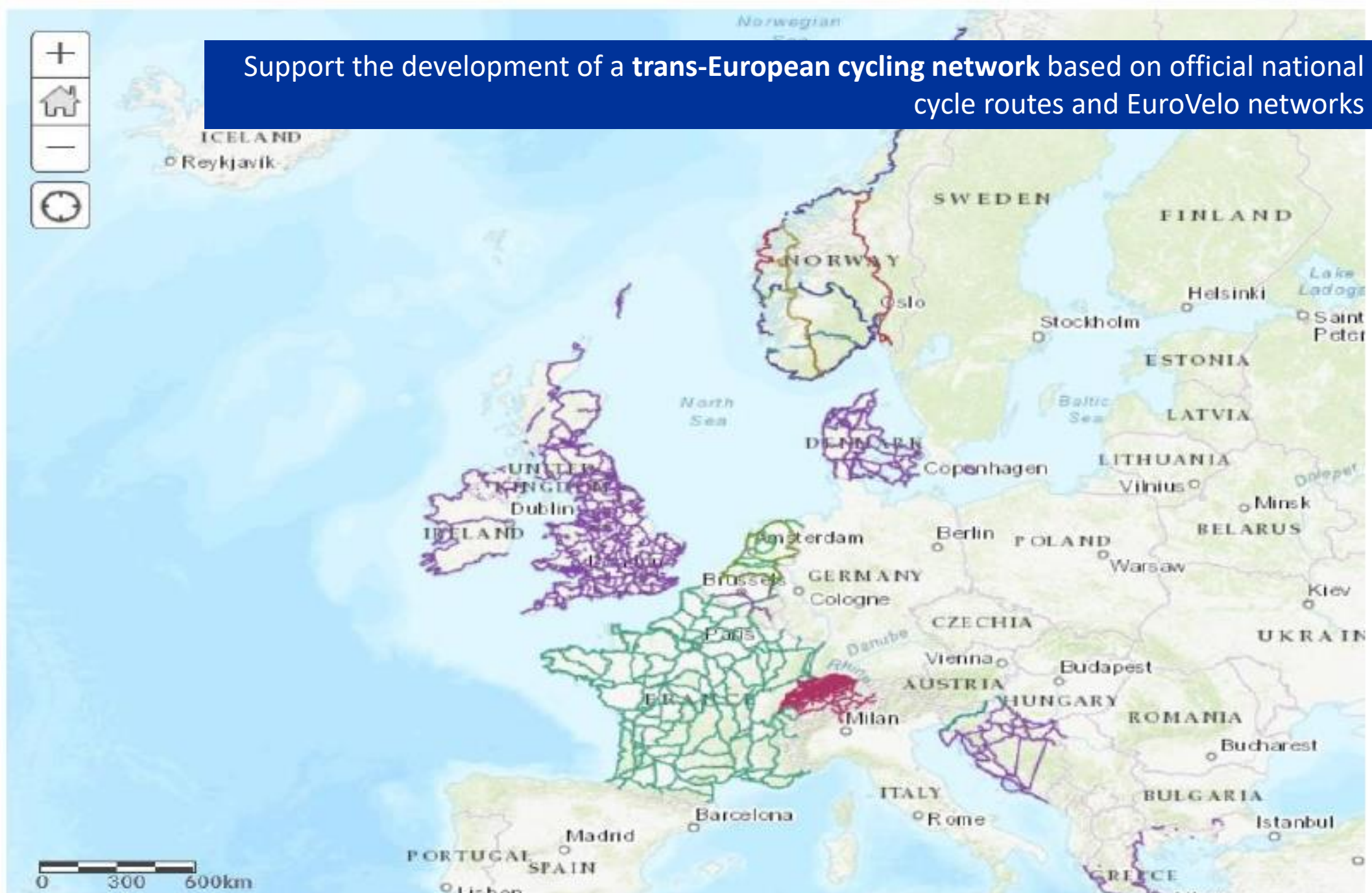
# Development of national cycle route networks





# Support the

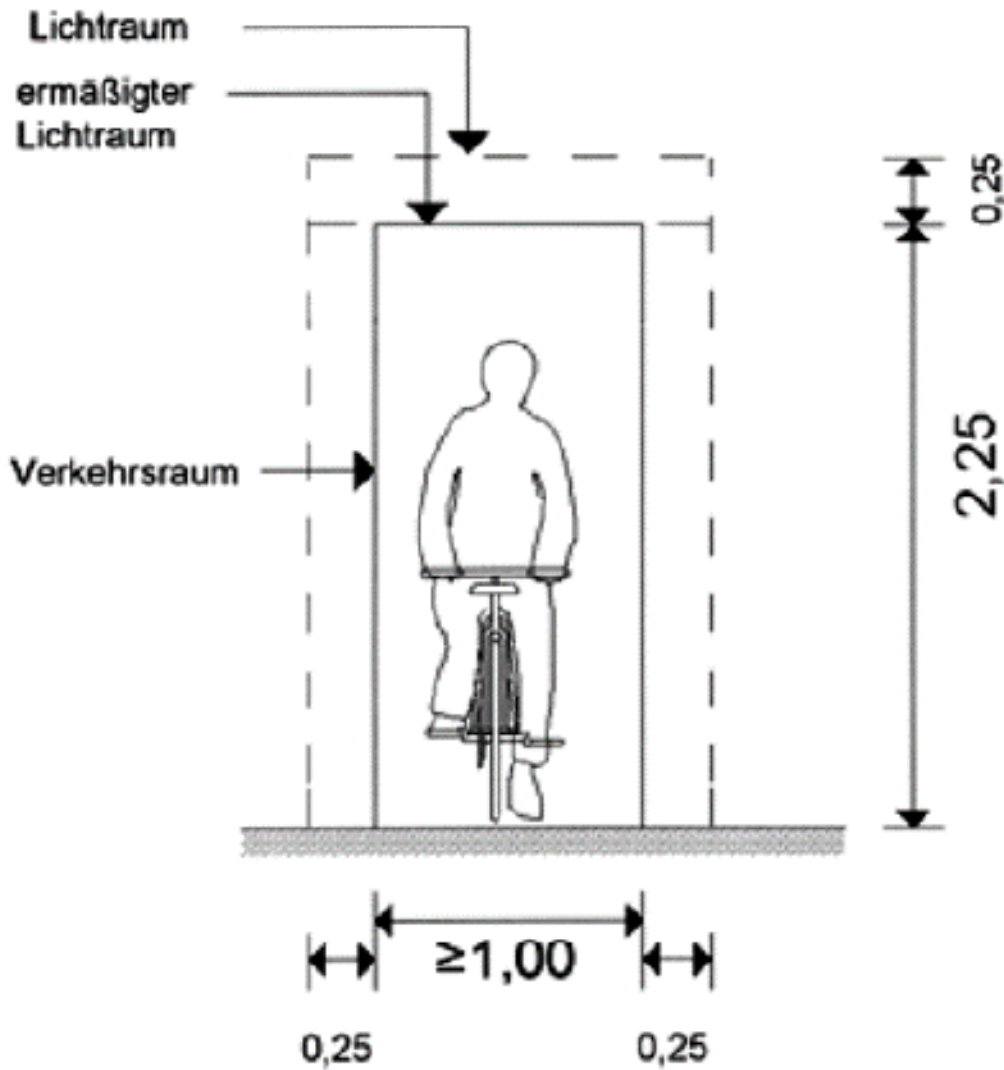
Support the development of a **trans-European cycling network** based on official national cycle routes and EuroVelo networks





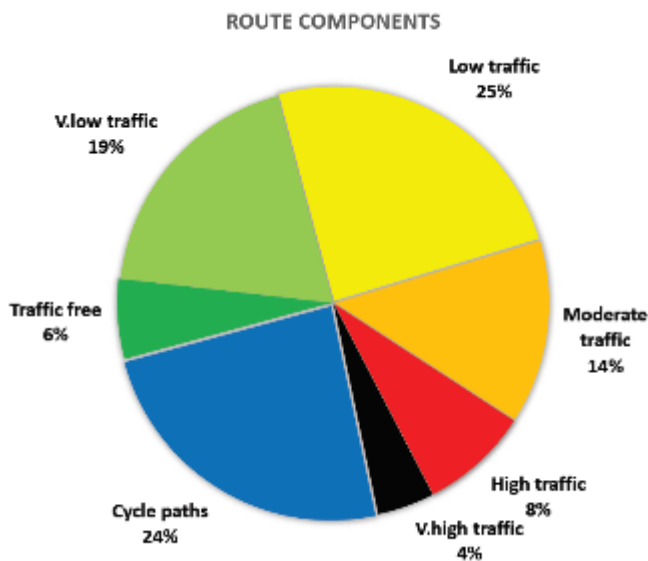
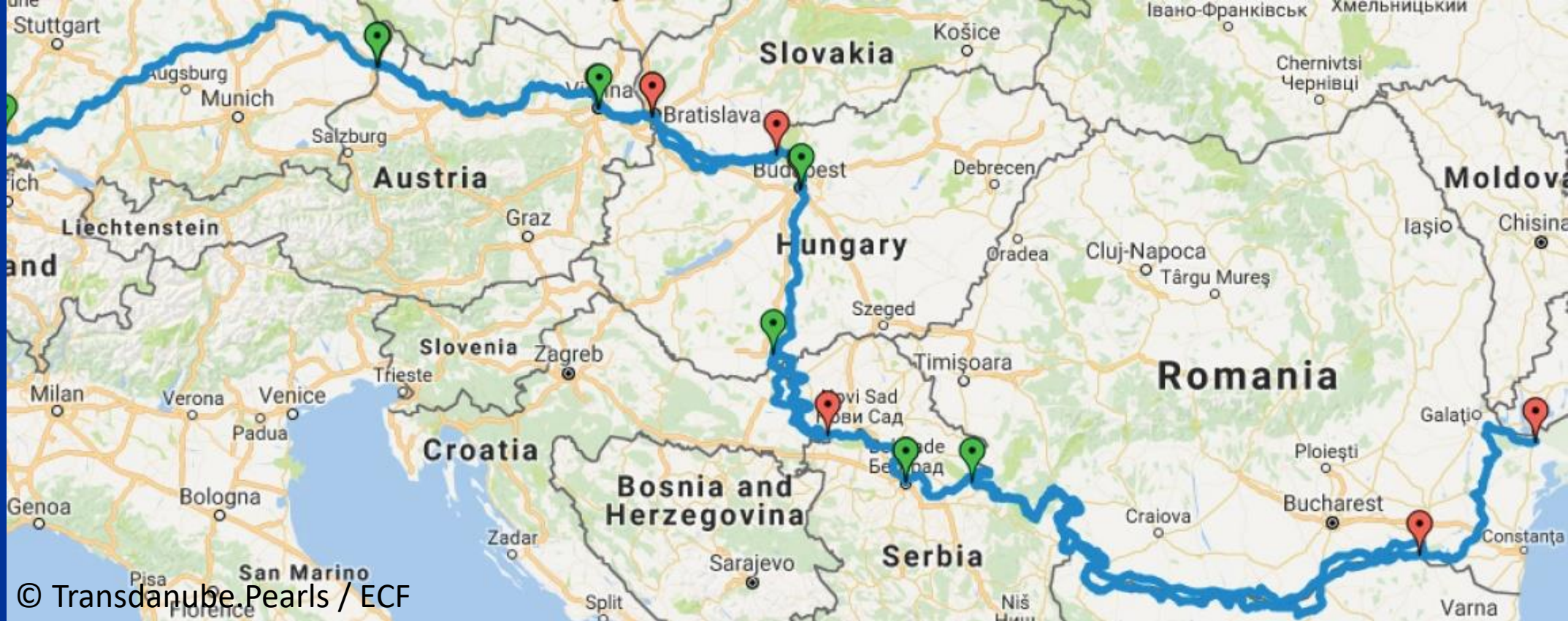
# Infrastructure Design Standards

**Standardize cycling infrastructure:** Minimum infrastructure quality standards that ensure the coherence, directness, safety, comfort and attractiveness of cycling networks should be adopted





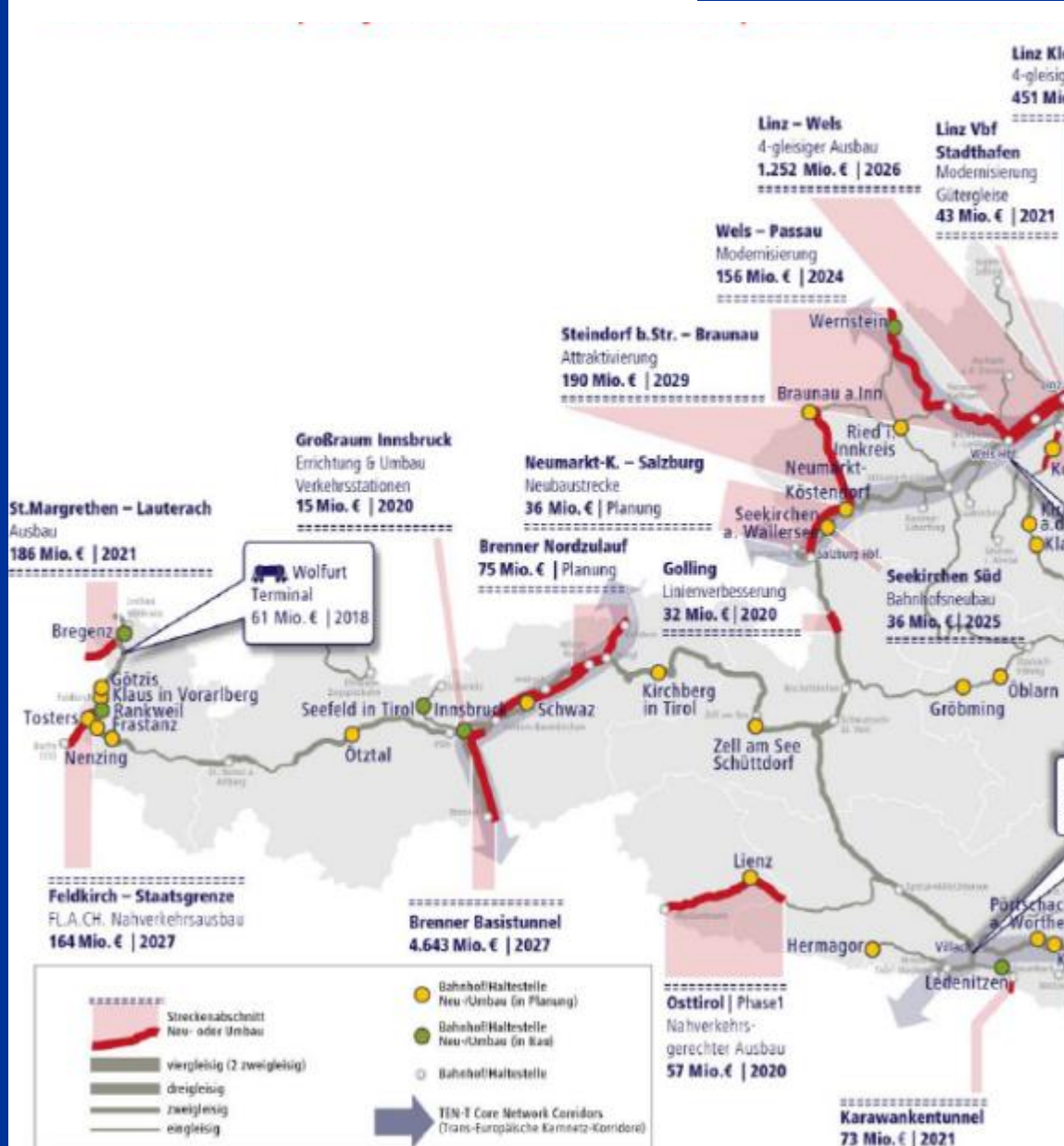
# Network conditions EuroVelo 6 Route Assessment



	30 km/h or lower	31 to 50 km/h	51 to 79 km/h	80 km/h or over
Traffic-free / cycle paths	30.1%			
1-500 units/day	5.7%	6.1%	5.7%	1.3%
501-2 000 units/day	1.5%	7.1%	15.9%	1.7%
2 001-4 000 units/day	0.2%	4.1%	7.9%	1.0%
4 001-10 000 units/day	0.2%	3.3%	3.9%	1.5%
>10 000 units/day	0.0%	1.3%	1.2%	0.3%

■ = traffic-free / very low traffic   
 ■ = low traffic   
 ■ = moderate traffic   
 ■ = high traffic   
 ■ = very high





# A Cycling Investment Plan for Europe

A response by the cycling sector to the EU's "Investment Plan for Europe".

Produced by:



and



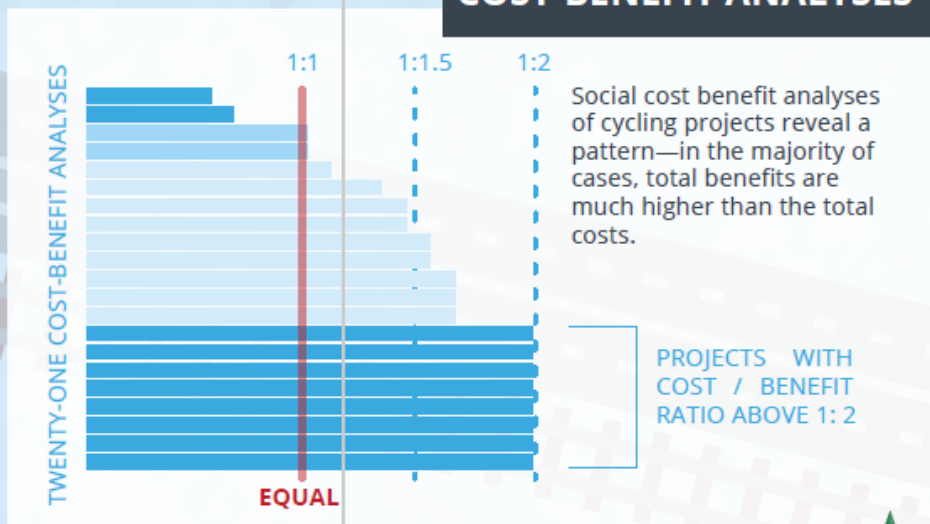
COLIBI-COLIPED Representing the European Bicycle Industry

(Comité de Liaison des Fabricants Européens de Bicyclettes / Comité de Liaison des Fabricants de Pièces et Equipements de Deux-roues des pays de la C.E)

4<sup>th</sup> December 2014

# What is the return on investment for cycling?

## COST-BENEFIT ANALYSES



Social cost benefit analyses of cycling projects reveal a pattern—in the majority of cases, total benefits are much higher than the total costs.



## RETURNS FROM THREE INVESTMENT CASES

### 1 THE HAGUE BIKE BRIDGE

The cycling bridge is a part of the fast cycle route in The Hague. This bridge crosses the A12 highway and the railway tracks, providing a direct connection for cyclists from one part of the city to another. The total benefit from increased mobility is over €28 million.





# Danube Cycling Ambassadors City Changers

## OUR AMBASSADORS

Promote the use of cycling through mobility management

Source: <https://citychangers.eu/>

The CityChangers initiative was created by a group of people who don't care how and where they live. The CityChangers platform is not only made up of politicians, but above all active people in local communities, which we would like to connect with each other. It offers information on innovation, technology, street design, squares, safe transport, helps with conceptual planning and good examples from their cities...



Olomouc, mayor

**Miroslav Zbánek**

"Transport in the city should contribute to a higher quality of life."



Prague 5, mayor

**Renata Zajíčková**

"General Transport of Prague 5 will be built on sustainability."



Příbram, Deputy Mayor

**Martin Buršík**

"I understand Příbram as a city of short distances."



Cyclo-influencer

**Jana Trávníčková**

"I want to help people break down the fear of traffic"



Trinec, mayor

**Věra Palkovská**

"You can't change a city for the better without active communication."



Celebrated

**Milos Musil**

"We have created a strong tandem."



Jihlava, councilor for transport

**Jaroslav Vymazal**

"Our aim will be to strengthen sustainable transport modes."



Prague

**Young family**

"Carsharing is more advantageous than owning a car"

# Support the implementation of the pan-European Master Plan for Cycling Promotion

To achieve our vision, we have established the following objectives to be implemented by 2030 in the pan-European region:

- a) To significantly increase cycling in every country to contribute to the overall target of doubling cycling in the region as a whole;
- b) To increase the overall transport system's resilience by reallocating space in favour of cycling and walking;
- c) **To extend and improve the infrastructure for cycling** and walking in every country in the region;
- d) To develop and implement national cycling policies, **supported by national cycling plans**, strategies and programmes including the setting of national targets in every country in the region;
- e) To significantly improve cyclists' safety in every country in the region and to significantly reduce the number of fatalities and serious injuries of these road users in the region as a whole;
- f) To integrate cycling into health policies, including those tackling non-communicable diseases and obesity;
- g) To integrate cycling, including cycling infrastructure, into land use, urban, regional and transport infrastructure planning.



# Contact



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**Thank you for your attention!**

